

INFORMATION REPORT
CONFIDENTIAL

CD NO.

COUNTRY USSR (Moscow Oblast)

DATE DISTR. 6 March 1952

25X1 SUBJECT Moscow/Dolgoprudny Airfield and Observatory

NO. OF PAGES 2

PLACE
ACQUIRED

NO. OF ENCLS. 1 25X1
(LISTED BELOW)

DATE OF
INFO.

SUPPLEMENT 25X1
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES WITHIN THE MEANING OF TITLE 18, SECTIONS 793
AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVEL-
ATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON
IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. The Dolgoprudnaya (37°30'E/55°56'N) observatory, Moscow Oblast, called Observatoria by the Soviets, was about 15 km north-northwest of Moscow (according to a road signboard), between the road to Dmitrov (37°33'E/56°21'N), and the Moskva-Volga canal (see Annex).
2. The entire observatory was composed of the following three sections:
 - a. Tower A equipped with observation instruments.
 - b. Section B with offices, official rooms and instruction rooms equipped mostly with instruments of German make. During the unloading operations of newly arrived instruments and altimeters it was observed that most of them had the inscription "Greifswald Weather Institute" stamped in.
 - c. Section C consisted of dwellings for the officers and employees. The observatory, which was angular shaped, was 250 meters long and about 150 meters wide. According to the construction plan it was to be nine stories high.
3. The military airfield was on the western edge of the village of Dolgoprudnaya. The Moskva-Volga canal bordered on the southwestern edge of the field. Only biplanes (trainers) were observed. Parachute jumps from balloons were mostly made in the summer months. The field had a railroad spur track. A large open terrain where balloons were being hoisted was about 300 meters south of the observatory. Most of the balloon crews were women. A balloon hangar was on the southwest edge of the open terrain.
4. An aircraft plant was southeast of the airfield. the plant had 10 large workshops. In 1946 biplanes with radial engines were manufactured.
5. The entire observatory was controlled by the Soviet Air Force Ministry. The rooms of the buildings meanwhile completed were taken over by air officers who arrived with numerous female personnel.

25X1

Comment:

CONFIDENTIAL

- a. The information confirms the location and condition of the air-

STATE	#	X	NAVY	X	NSIR		DISTRIBUTION												
ARMY	#	X	AIR	#	X	FBI													

Document No. 9
No Change in Class. ☐
☐ Declassified
Class. Changed To: TS S O
Auth.: HR 70-2
By: [Signature]

25X1

CONFIDENTIAL

~~SECRET~~/CONTROL - US OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

25X1

field as known from previous records and reports.

b. The information that flying was done with biplanes only is at variance with previous reports, according to which day and night flying with four-engine and twin-engine transports was made. This point can only be clarified by the interrogation of more PWs who also worked there.

c. According to other reports, in addition to aircraft spare parts, mostly trainers were manufactured in the plant. This fact is also confirmed by this report.

1 Annex: Polzunovskaya Observatory.

CONFIDENTIAL

~~SECRET~~/CONTROL/US OFFICIALS ONLY

CONFIDENTIAL

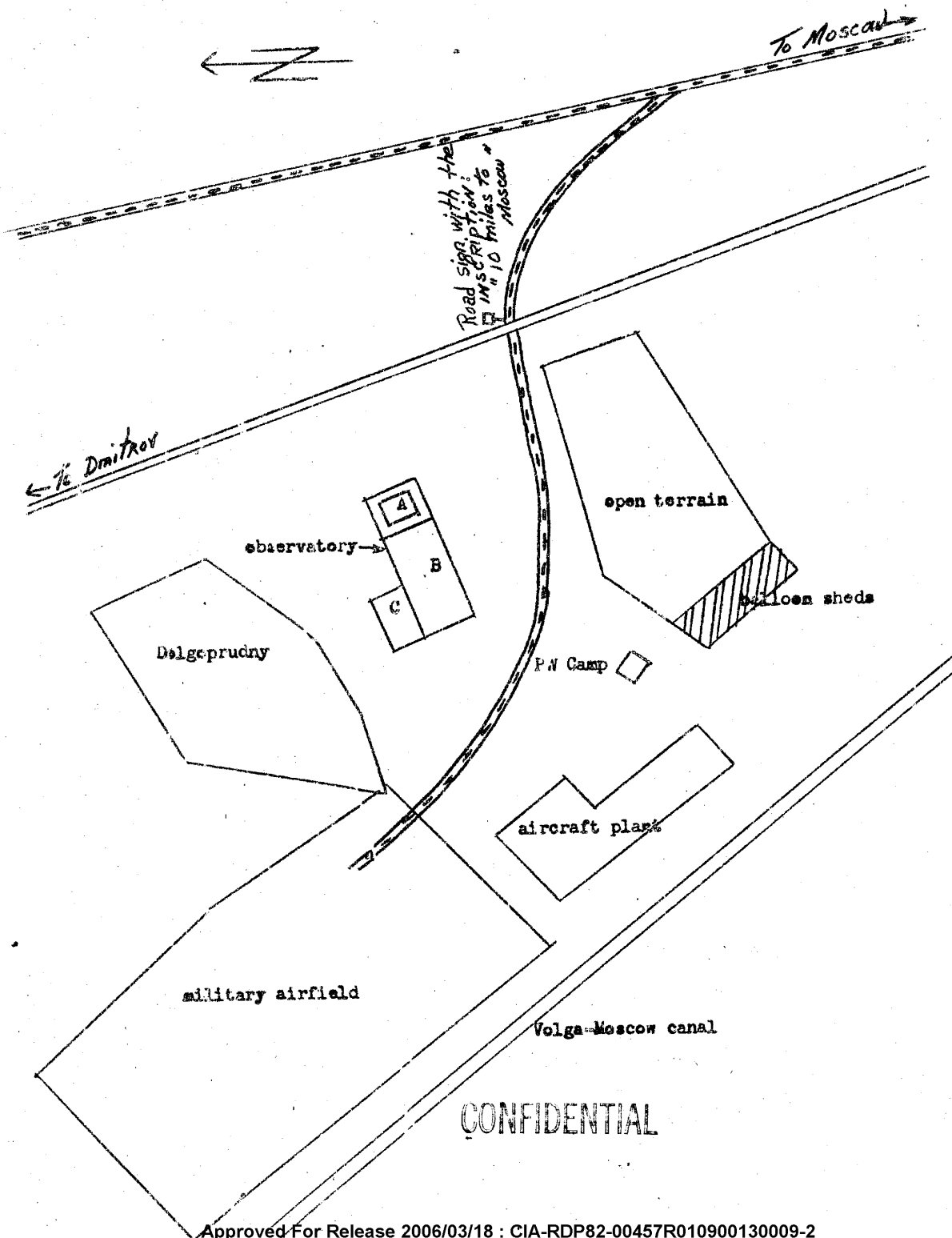
~~SECRET~~/CONTROL - US OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

Attachment

25X1

Location Sketch of the Moscow/Delgeprudny Airfield and Observatory



CONFIDENTIAL